

Removal/Installation

1. Place the vehicle on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.

NOTE

Removal of the rear fender is not necessary, but it does allow additional work room.

2. Remove the seat and the rear fenders as described in Chapter Thirteen.

3. Remove the nuts (**Figure 80**) securing the exhaust pipe to the cylinder head.

4. Remove the front bolt (A, **Figure 81**) and rear bolt securing the tailpipe and muffler assembly (B, **Figure 81**) and remove the assembly.

5. Install by reversing these removal steps while noting the following:

- Inspect the gasket at the front of the exhaust pipe where it attaches to the exhaust port.
- Make sure the cylinder head exhaust port gasket is in place. Replace the gasket if necessary.
- Apply blue Loctite (No. 242) to the tailpipe and muffler assembly bolt threads.
- Tighten the nuts on the cylinder head first, then the front and rear bolts securing the tailpipe and muffler assembly to the frame. Tighten the tailpipe and muffler assembly bolts last. This will minimize the chances of an exhaust leak at the cylinder head.
- Tighten tailpipe and muffler assembly bolts to 55 N·m (40 ft.-lb.). Tighten the exhaust pipe to cylinder head nuts securely.
- After installation is complete, start the engine and make sure there are no exhaust leaks.

CRANKCASE BREATHER SYSTEM (CALIFORNIA ONLY 1998-ON)

To comply with California air pollution standards, all models are equipped with a closed crank-

case breather system. This system routes the engine combustion gases into the air filter air box where they are routed into the engine to be burned.

Inspection and Cleaning

Inspect the breather hose from the upper crankcase to the air filter air box. If it is cracked or deteriorated it must be replaced. Make sure the hose clamps are in place and are tight.

Remove the drain plug from air box and drain out all residue. This cleaning procedure should be done more frequently if a considerable amount of riding is done at full throttle or in the rain.

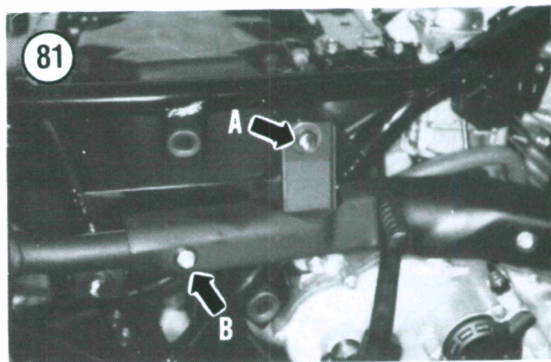
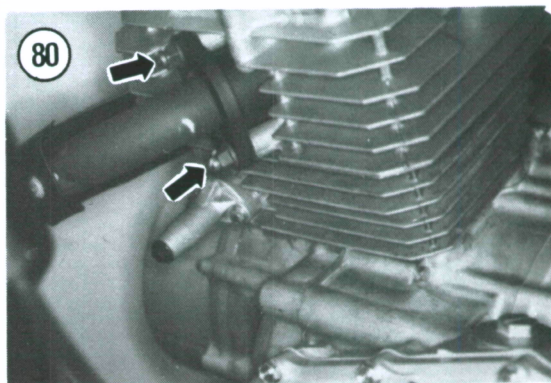


Table 1 CARBURETOR SPECIFICATIONS

Item	1988-1990	1991-1992
Model number	VE90A	VE90C (1991) VE90D (1992)
Type	Vacuum piston	Vacuum piston
Throttle bore	31 mm (1.3 in.)	31 mm (1.3 in.)
Main jet no.	120	125
Slow jet no.	42	40
Starter jet no.	85	90
Initial pilot screw opening	1 3/4 turns out	1 5/8 turns out
Jet needle clip position	3rd groove	3rd groove
Float level	18.5 mm (0.73 in.)	18.5 mm (0.73 in.)
Idle speed	1400-1600 rpm	1300-1500 rpm
Item	1993-1997	1998-on
Model number		
1993	VE90E	—
1994-1996	VE91A	—
1997	VE91C	—
1998-on		
California		VE91D
49-state		VE91C
Type	Vacuum piston	Vacuum piston
Throttle bore	31 mm (1.22 in.)	32 mm (1.26 in.)
Main jet no.	125	125
Slow jet no.	40	40
Starter jet no.	85	85
Initial pilot screw opening		
1993-1997	2 1/4 turns out.	
1998-on:		
California models	—	2 1/2 turns out.
49-state	—	2 1/4 turns out.
Jet needle clip position	3rd groove	3rd groove
Float level	18.5 mm (0.73 in.)	18.5 mm (0.73 in.)
Idle speed	1300-1500 rpm	1300-1500 rpm

Table 2 HIGH ALTITUDE ADJUSTMENT*

Model year	Main jet size	Pilot screw setting in from factory setting
1988-1990	115	1/2 turn in
1991	120	3/4 turn in
1992	120	1/2 turn in
1993-on	120	3/4 turn in
* High altitude is 3000-8000 ft. (1000-2500 m).		

Copyright of Honda TRX300/FOURTRAX 300 & TRX300FW/FOURTRAX 300 4x4, 1988-2000 is the property of Penton Media, Inc. ("Clymer") and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.